DEUTSCHE AFRIKA-LINIEN
JOHN T. ESSBERGER

news

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Essberger expands – DAL sells liner service

Changing markets/ Investments in the future of the group

The Deutsche Afrika-Linien/ John T. Essberger group of companies is adapting its shipping activities to the changed market conditions. Good prospects for the future are seen for the chemical tanker business, operating in the joint venture with Stolt Nielsen E&S Tankers and currently undergoing an ambitious newbuilding and modernisation process. Essberger Dry Cargo is also ready for expansion and will be developed further. On the other hand, Managing Owners Dr Eberhart von Rantzau and Heinrich von Rantzau see risks for the future in the container shipping sector. For this reason, Deutsche Afrika-Linien GmbH & Co. KG has sold its liner service to South Africa to Hamburg-based Hapag-Lloyd AG (see commentary on this page). With the sale, all employment relationships of the staff employed directly or indirectly in the South Africa service will be transferred to Hapag-Lloyd. This impacts the employees of the group's headquarters in Hamburg, the DAL agencies in Bremen and in South Africa, as well as the container ship "DAL Kalahari" (6,600 TEU), which is deployed in the South Africa trade as part of a joint venture service with partner shipping companies ONE and Maersk. The transfer to Hapag-Lloyd shall be completed by 1 June 2022.

Impacts of the Ukrainian war

The Russo-Ukrainian war has gone into the second month. The extreme loss of human life and infrastructure, the huge wave of refugees running for shelter and the war-related economic sanctions as well as oil and gas shortages have an impact on the European economy, on the shipping community, and on John T. Essberger in particular. E&S Tankers is strictly complying with the sanctions imposed on Russian business. E&S Tankers MD Jan Eghøj: "In addition to the obvious strict compliance with the sanctions imposed, we have decided to decline any calls in Russian ports until further notice."

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DAL investing in South Africa

DAL Deutsche Afrika-Linien intends to take a substantial share in container depots in Durban (8,000 TEU capacity) and Cape Town (5,000 TEU capacity) in a joint venture with long-time partner Sharaf Group. Under the name of "Durban Container Park" services, the new company offers container storage, container repairs for dry and for reefer containers, refitting and organisation of local container transports for third parties and is based on extensive local knowledge of the container business. The facilities, which are located close to the port areas, are operated by experienced staff and have all necessary depot handling and repair equipment. Clients of "Durban Container Park" are major shipping companies such as Maersk Line and ONE. All big container ship lines operating in South Africa are faced with a lack of container storage space in the port vicinities and are desperately looking for relief.

As a result of the changed market conditions in the shipping industry the Deutsche Afrika-Linien/John T. Essberger group is adapting its shipping business to meet the demands of future requirements. We see good prospects in European chemical tanker shipping where Essberger is the market leader with its joint venture with E&S Tankers and a fleet of currently 33 own and 13 tankers of its partner Stolt Nielsen. Essberger Dry Cargo is also ready for expansion and therefore being vigorously further developed. On the other hand, we see risks in the future of the container shipping sector, where DAL, as a medium-sized family business, is increasingly coming under pressure from market-dominating mega-carriers. In the SA trade, we depend on partners. Although our long-term cooperation with Maersk Line has been a success story in itself this dependency restricts our ability to grow and would be a burden in the future, as we are too small to make corporate decisions on our own. Furthermore, huge investments in environmentally friendly technology pose cost disadvantages for us that we would not be able to sustain in the long term.

Photo: Miachel Zapf

For this reason, Deutsche Afrika-Linien GmbH & Co. KG (DAL), has sold its liner service to South Africa to Hapag-Lloyd AG. With this sale, all employees connected directly or indirectly in the South Africa Service will be transferred to Hapag-Lloyd AG.

This was not any easy step for us, but it is for the good of the group as a whole and puts us in the favourable position to further modernise and expand the company that our grandfather founded almost 100 years ago: the fleet of John T. Essberger. Under the flag and funnel with the blue "E" on a white background, we have been operating tankers and cargo vessels with great success since 1924.

It is important to us to state that Deutsche Afrika-Linien GmbH & Co. KG will continue to exist and for the time being will invest in non-liner operating-related business models, as we are currently taking a substantial share in two container depots in South Africa. So, the DAL flag will not be lowered. For us as a family business now in its 3rd generation, our priority is safeguarding the future of the group and, of course, all the staff who work for it. This responsibility means acting prudently, decisively and commercially minded, and making decisions when required by the situation. In Hapag-Lloyd we have found a buyer whom we can entrust with our staff. Our employees will switch to a recognised, highly esteemed shipping company with long-term stability.

We will now put our group's focus on the chemical tanker business. Emphatically developing this field requires a large amount of capital. We are currently pursuing an ambitious newbuilding programme, namely four technically improved 6,600 dwt chemical tankers under construction in China, while at the same time adapting our fleet in service to meet the high requirements pursuant to climate and environmental protection. This includes three recently purchased 9,200 dwt chemical tankers.

Essberger's position as the market leader enables us to remain at the helm when it comes to decision-making and action. Two years from now John T. Essberger will be celebrating its 100th birthday, and we look forward to successfully steering our group into the next century.

Dr Eberhart von Rantzau Heinrich von Rantzau

The war and the impacts on shipping

(continued from page 1)

With regard to the high number of Russian and Ukrainian seafarers in the Essberger fleet he adds: "We are appalled by the Russian war in Ukraine and hope that all our families and relatives remain safe. However we also understand that being a Russian seafarer is not easy either and you have no part in this battle."

Andre Trommler, Head of Essberger Crewing, and his colleagues are busy solving the day-to-day urgencies of our seafarers and their families as the war evolves and changes by the hour. He says: "We discussed with our Ukrainian manning agencies and Essberger Crewing Service (ECS) Gdynia how to support Ukraine and in particular our Ukrainian seafarers directly and asked them to let us know if and how we can help. So far all of them and their families are either already abroad or at least unharmed.

Addresses of seafarers in Poland and Romania willing to provide accommodation are passed on and some are already in contact with each other to meet. We and our manning agencies have tracked the whereabouts of our seafarers ashore and all of them are healthy as per the latest information. Many already moved with their families to other countries, mainly Romania and Poland. Some of them have offered help if needed."

Andre Trommler explains: "In cooperation with Aquamarine, the local travel and visa partner for many manning agencies in Odessa and as is well-known to seafarers, we offer cross-border bus transfers from Odessa via Constanta and Bucharest to Brasov and we will pay for the bus ticket, also for family members. This transfer is only for women, children, pets, and men under 18 and over 60 years of age.

I am confident that our mixed crews on board remain professional and that every upcoming conflicting discussion about the war in Ukraine will be handled by our captains in a reasonable manner."

An early victim of the war

Ex-"Essberger Pilot" shelled in the Black Sea

Shelled by a navy vessel, the Moldavan tanker "Millennial Spirit" (2,016 dwt), ex-"Essberger Pilot", was set a blaze. All of the 12 Russian crew members on the tanker survived the attack

On 24 February the invasion of Ukraine began. On the following day the tanker "Millennial Spirit" (2,016 dwt, Moldovan flag), loaded with 600 tonnes of gas oil, in a position 12 nautical miles off the Ukrainian port of Yuzhne in the Black Sea, was hit by two rockets. One missile hit the superstructure, and another the midbody. The tanker was set ablaze. Its crew of 12 Russian seafarers abandoned the ship and could later be saved by a Ukrainian SAR team. Two badly injured crew members were taken to hospital.

The "Millennial Spirit", as it turned out, was Essberger's ex-"Essberger Pilot"/"Tom Lima" built in 1974 by Schiffswerft Hitzler on the Elbe. In her early days she traded in the North Sea, Baltic and Mediterranean under various owners and names, and in 1992 returned to Essberger, now trading under her original name in Southeast Asian waters. In 2001 the "Essberger Pilot" was sold to Scandinavia, where she again changed names and owners and finally found her way into Moldova as a tanker for bunker, which ended in 2022 after 48 years of service.

"Essberger Pilot" in the early days. The chemical tanker was built in 1974 at the Hitzler yard in Lauenburg/Elbe

Lined up in front of the banner on the day of steel-cutting. Site Manager Martin Adams also attended (5th from left)

Steel-cutting of first newbuild

On 10 March 2022, China Merchants Jinling Shipyard Dingheng, China: the start of steel-cutting for the first 6,600 dwt chemical tanker (Hull No CMYZ0103) was celebrated with a small reception. Three further tankers of the Essberger newbuilding project will follow soon and within the given time frame.

Essberger vessel of the year – and the winner is "Birthe Essberger"

The three best-performing ships of the Essberger chemical tanker fleet in 2021 have been announced / Remarkable achievements of the top three vessels and crews

One year ago, John T. Essberger introduced the Ship Management Performance Dashboard to clarify its priorities and to give shipboard and shore-based teams a tool to identify areas for improvement. At the same time, we introduced the John T. Essberger "Vessel of the Year" award.

The emphasis is on the main drivers that will have the most significant impact on the feet's overall performance: safety, customer acceptance, technical reliability, and technical cost control. However, all elements of the teams' ability to comply with company requirements and priorities is assessed. The selection process includes input from internal and external stakeholders.

The three top performing vessels were announced by Essberger's Director Ship Management Johan Isaksen in early March 2022. Third place went to "Ursula Essberger" (5,322 dwt). Isaksen: "The team on board the vessel has delivered very high performance throughout 2021 and progressed well towards operational excellence. No injuries were recorded that year! 750 euros were awarded to the welfare fund. Second place went to 'Christian Essberger' (4,711 dwt) for its rock-solid performance. The team was very effective and collaborated with E&S Tankers in an outstanding manner." 1500 euros went to the fund for this.

On 4 March the winner "Birthe Essberger" (6,203 dwt) was announced to her captain on duty Henryk Bienenstock, who answered: "It is such a great honour, especially in the company of a lot very good Essberger ships." Isaksen said: "The vessel joined our fleet in 2020. Despite many necessary improvements to bring her to the required JTE standard the crew has been very successful. She was also named the best-performing vessel. The vessel sets the standard, of what ship management strives to achieve every day: a safe, reliable and cost-efficient solution for our customers. A bonus of 2,500 euros was awarded to the fund.

"Birthe Essberger's" crew on the day of the award presentation. From left to right: Rudsend Dayo Baltazar, Ronardo Nino II Patenio Jacinto, Aleksejs Glinslis, Abdullah Ahmed Ahmed Osm Sharaf, Ephraim Jireh Cabadonga Rubenial, Jeffrey Efa Quinones, Jeffrey Escuardo, Bogdan Besliu, Jhon Klyn Parangue Zumarraga, Ruslans Lesciks, Paulo Miguel Santos, Alexandru Androne, Charlito Magcamit Ganibo

The winning vessel is "Birthe Essberger" (6,203 dwt). She was built in 2005 and is still a super performer

Essberger's plaque award is signed by Dr Eberhart and Heinrich von Rantzau

Director Ship Management Johan J. Isaksen hands over the prize to master Paulo Miguel Santos of "Birthe Essberger"

Better ship fuels and technologies for a better world climate

60,000 ships ply the world's oceans / To make them climate-neutral before 2050 alternative energy sources need to be found/Here you can read what's in the pipeline

The shipping industry is setting itself ambitious targets. In addition to the IMO's commitment to reducing GHG emissions from shipping, our industry will speed up decarbonising efforts with an array of mandatory measures to improve ships' energy efficiencies. Turning climate-neutral before 2050 depends on alternative "green" fuels available for "clean" voyaging or new fuels being found.

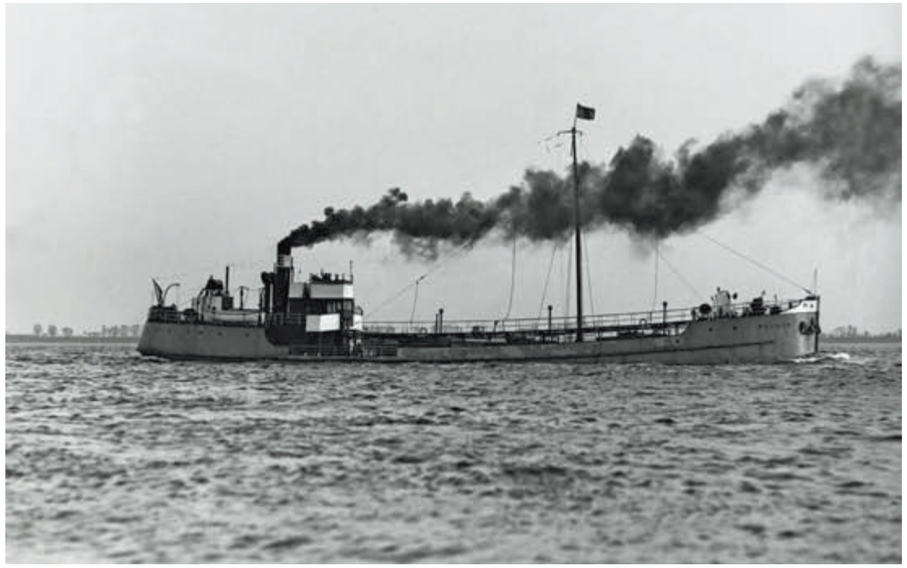
Currently about 60,000 ships ply the world's oceans and transport about 90% of global produce. They are responsible for about 2% of global CO_2 emissions. The development of pollutant-free fuels and propulsion technologies have occupied shipbuilders, engine manufacturers, bunker suppliers and shipowners for some time now, but finding new solutions needs to be accelerated.

We are talking about tremendous quantities: a large container ship requires about 100,000 tonnes of fuel per annum. Battery technology cannot provide this amount of energy. And if a container vessel were to be electrically powered, its storage systems would be as large as the ship itself, leaving no space for cargo. Furthermore, it would be so heavy it couldn't float, even if it tried. Hence, the internal combustion engine on large ships used for international traffic remains the only viable solution.

It is technically possible to build engines today that run on emission-free fuels. But the introduction of synthetic fuels on a wide scale requires further efforts and funding strategies. Currently, the most feasible green fuel is hydrogen, albeit its production requires enormous amounts of energy. It is only climate-neutral if produced from renewable sources such as sun or wind.

Bear in mind, climate-neutral energy is also in high demand for manufacturing industries, land transport and aviation. Steel production alone currently accounts for 7% of all CO_2 emissions – so there's plenty of competition around for green energy.

Time is running short. As shipping companies reckon with 20- to 30-year ship service lives, necessary decisions for replacements must be made before the end of this decade. The German Shipowners' Association (VDR) magazine "Deutsche Seeschifffahrt" published in its first quarterly issue a list of fuels ships can use in the future, together with weaknesses and strengths.



Essberger tanker "Sund" (670 dwt) built in 1927 by Lübecker Flenderwerke. With its smoking funnel this shipping veteran is still very far away from being climate-neutral. Today Essberger can do better

Liquefied natural gas, LNG
A proven solution for the transition period

What is it?
Liquefied natural gas consists of 85% methane, which has to be cooled down to 162° Celsius for liquefaction. The cooling process shrinks the volume of the gas 600 times, making it easier and safer to store and ship. In its liquid state, LNG will not ignite.
Environmental impact
Fossil natural gas is not climate-neutral when burnt. It produces about 20% less CO_2 emissions than marine diesel. The combustion of natural gas does not emit soot, dust or fumes. It generates 30% less carbon dioxide (CO_2) than fuel oil and has a twofold reduction in nitrogen oxide (N0x) emissions and almost no environmentally damaging sulphur dioxide (SO_2) emissions.
Ship suitability
Mature and safe technology. Tanks and piping systems are more complex and expensive due to insulation requirements. Space requirement is somewhat larger. Dual-fuel engines permit switching to diesel should LNG not be available.
Current situation
An increasing number of LNG container ships are in operation or under construction.

Methanol, also called methyl
Advanced, but costly

What is it?
Sustainably produced methanol (CH_3OH) can be stored in liquid fuel tanks. It is relatively expensive owing to the large amount of electricity required for production. On an industrial scale, methanol is predominantly produced from natural gas by reforming the gas with steam and then converting and distilling the resulting synthesised gas mixture to create pure methanol.
Environmental impact
Methanol is a clean-burning fuel, i.e. it is climate-neutral.
Ship suitability
Two-stroke methanol engines with over 100,000 operating hours are on the market. Four-stroke engines are under development, fuel cells using methanol are in the test phase.
Current situation
At the moment, ten ships operate with methanol. A larger number of methanol-powered container ships are under construction at South Korean shipyards. Fitted with dual-fuel engines, the ships can also run on marine diesel. As yet, methanol is not available in large quantities – and is currently two to three times more expensive than conventional fuel.

Hydrogen, H_2
Driving the green revolution

What is it?
Increasing numbers of people consider hydrogen to be key to a climate-neutral energy supply. It is the most abundant chemical substance in the universe, constituting roughly 75% of all normal matter. There are four main sources for the commercial production of hydrogen: natural gas, oil, coal and electrolysis, which account for 48%, 30%, 18% and 4% of the world's hydrogen production respectively. Great effort is going into scaling up the electrolysis process in which water (H_20) is split into its two constituent O_2 atoms and one H_2 atom with large amounts of electricity. However, only hydrogen produced with renewable energy is "green".
Environmental impact
Hydrogen combustion only produces water vapour. However, energy losses in the production chain are considerable, as enormous amounts of green electricity are needed for production.
Ship suitability
The use of hydrogen as a fuel is complicated by low volumetric energy density and high flammability. Hydrogen has to be liquefied or compressed at minus 253° Celsius, which again requires huge amounts of energy. The space required for the tanks is enormous. The direct use of hydrogen is therefore not an option for larger vessels. However, fuel cells, electro-chemical converters of hydrogen with oxygen into energy, are in use for propulsion energy on smaller ferries and for on-board electricity on larger ships. Furthermore, fuel cells have been used with great success to power German AIP submarines since 1988. Here the hydrogen is stored in its gaseous state in metal hydride cylinders; the oxygen in cryogenic tanks at -180° C.
Current situation
A large number of research projects are underway. The German submarine fuel cell is now in its fourth generation.

Designed to the latest technical standards the new generation of 6,600 dwt Essberger chemical tankers currently under construction in China is equipped with dual-fuel engines for marine gas oil (MGO) and/or liquified natural gas (LNG)

Ammonia, NH_3
Efficient, but toxic

What is it?
Ammonia (NH_3) is the basic substance of fertilisers, of which over 200 million tonnes are industrially produced and shipped around the globe each year. It is easy to store and transport at lower costs than hydrogen. And it liquefies at minus 33° Celsius. Nevertheless, ammonia storage tanks require about treble the space for marine diesel.
Environmental impact
A typical large-scale ammonia-producing plant first converts natural gas, liquefied petroleum gas or petroleum naphtha into gaseous hydrogen which is then combined with nitrogen to produce ammonia. Liquid ammonia has a comparatively high energy density. It is inorganic and thus contains no carbon to be released as CO_2 during combustion. However, ammonia is highly toxic, therefore combustion and emissions are not without risks. Additionally, nitrous oxide, better known as laughing gas, is a by-product of manufacturing ammonia and harms the climate.
Suitable for ships?
For efficient continuous operation, there are still some unanswered questions over ignition, combustion behaviour and exhaust gas after-treatment that need to be clarified. Furthermore, ammonia-powered engines require new, specially formulated lubricant oils to meet complex demands. Nevertheless, ammonia will certainly play a major role in container ships operating two-stroke engines, the first of which should be available in 2024.
Current situation
The first tankers capable of running on ammonia are under construction. Classification society DNV estimates every fourth ship will use ammonia in three decades.

Biofuels
Natural admixtures

What are they?
Biofuels are fuels produced from plants and plant remnants. They are usually produced from rapeseed or soya; bioethanols from sugar or grain. In order to achieve a true environmental assessment, it is crucial that no new cultivation acreage is created at the expense of nature protection or food farming land, which puts a lid on the potential amount of bio raw materials.
Environmental impact
Biofuels made from plant residues such as straw, leaves, sawdust or wood residues could reduce CO_2 emissions by up to 85% today.
Suitable for ships?
Biofuels are largely compatible with existing fuels and can thus fulfil a bridging function without the need for costly engine modifications.
Current situation
Biofuels made from used cooking oils and fats from the catering industry are particularly suitable as an admixture to conventional fossil fuels. Ongoing measures to reduce CO_2 ship emissions by up to 90% have been in place for more than two years now.

Photo: YPS / Neumann

Rendezvous of two "green" ships in the Baltic: a wind-propelled sailing yacht meets a German 212/A submarine, relying on hydrogen (H_2) power. H_2 is supposed to drive the green revolution in the coming year

Whereabouts

April 2022

Ship's name	Master	First Mate	Chief Engineer
Agnes Essberger	Andrey Grzhibovskiy	Denis Vlasov	Piotr Popiel
Amalie Essberger	Piotr Bes	Jakub Nadaj	Adam Szwajka
Anneliese Essberger	Theo Keizer	Onno Smit	Pieter Pasterkamp
Annette Essberger	Koen Ghysels	Wojciech Nowak	Artur Krupa
Birthe Essberger	Paulo Santos	Aleksejs Glinskis	Andrzej Szyca
Caroline Essberger	Hubertus Meulenberg	Evgeny Krushelnitskiy	Ralph Huibers
Charlotte Essberger	Krzysztof Osuch	Roman Rybin	Sergey Panishev
Christian Essberger	Krzysztof Niedzielski	Robert Halicki	Mikhail Borisyuk
DAL Kalahari	Janusz Urbanski	Joanna Koczyk	Piotr Turski
Dutch Aquamarine	Nicky Nicolaas Petrus Burger	Chris De Boer	Koen Schenk
Dutch Emerald	Stephanus Frerichs	Sjoerd Rijndorp	Ronald De Bruin
Dutch Spirit	Sander De Bos	Kokou Gbegan	Marinus Kroon
Ellen Essberger	Adam Incewicz	Adrian Kuzmicz	Miroslaw Szylobryt
Elsa Essberger	Stefan Grabowski	Dariusz Podsiadly	Aleksey Plyasukhin
Georg Essberger	Gocha Bezhanidze	Piotr Adamski	Jan Niewierowski
Gisela Essberger	Dariusz Swierkosz	Tomasz Kozyra	Vitaliy Kolesnyk
Helga Essberger	Arkadiusz Duczynski	Jaroslaw Krok	Olegs Cerepanovs
Johann Essberger	Enrique Lopez	Pawel Bula	Piotr Trusinski
John Augustus Essberger	Dawid Sadecki	Andrejs Krutikovs	Artem Glushko
Liesel Essberger	Thierry Micha	Marcin Zietek	Ruslans Sokolovs
Lisa Essberger	Nicolaas Van Den Belt	Andre Steenbergen	Geert Sap
Maersk Launceston	Konstantin Kveselevich	Dmytro Stygar	Pavlo Polishchuk
Nordic Saga	Rogen Calledo	Piotr Czajkowski	Fredrik Hollmen
Nordic Sira	Ingi Hansen	Marlon Bien Gonzaga	Zygmunt Dobrzyniewski
Nordic Sola	Kent Baregg	Menard Responde	Steinar Avløyp
Nordic Sund	Per-olov Persson	Waldemar Rzepka	Bengt Gille
Patricia Essberger	Maciej Kaminski	Marcin Harasim	Grzegorz Topolewski
Philipp Essberger	Mareks Satkovskis	Quirino II Agot	Vitor Belo
Theodor Essberger	Bartosz Selau	Blazej Czapiewski	Piotr Kret
Ubena	Ruslan Blazhyyevsky	Marek Kajdasz	Yevgeny Arsenyuk
Ulanga	Ioan-cristian Cioban	Pawel Wodzislawski	Romeo Roman
Ursula Essberger	Albert Ten Wolde	Albertus Konijn	Stefan Kluijfhout
Wilhelmine Essberger	Leonardus Kanters	Eriks Ciblis	Hendrik Post

Aus der Reederei-Familie

Jubiläen

25 Jahre

Rodrigo Lola Alcala, *CCK*, 13.02.1997

Romeo Moscoso Panaguiton, *3/E*, 24.04.1997

10 Jahre

Torsten Dörnte, *Controlling*, 01.04.2012

Besondere Geburtstage

85 Jahre

Rudolf Mühlich, *Pensionär*, 14.02.1937

Jutta Schütze, *Pensionärin*, 26.02.1937

Uwe Jens, *Pensionär*, 30.03.1937

70 Jahre

Siegfried Kuchar, *Pensionär*, 17.03.1952

Capt. Boguslaw Gajdowski, 22.03.1952

Gabriele Bartsch, *Pensionärin*, 26.03.1952

65 Jahre

Monika Martin-Ayass, *DALSA Bremen*, 11.02.1957

60 Jahre

Michael Lohle, *Fahrer Heinrich von Rantzau*, 16.03.1962

Jose Artur Cancela dos Santos, *AB*, 18.03.1962

Jerry De Leon Castillo, *CCK*, 26.03.1962

Jan Ten Wolde, *Master*, 28.03.1962

Terliano Jr Yagonia Gulane, *PMP*, 22.04.1962

Miroslaw Jaworski, *C/E*, 29.04.1962

50 Jahre

Vivien Unland, *Liner Accounting*, 04.02.1972

Leopoldo Santiago Amurao, *AB*, 24.02.1972

Jovan Gamilla Tiwana, *PMP*, 17.03.1972

Capt. Koen Ghysels, 24.03.1972

Capt. Maciej Kaminski, 05.04.1972

Neue Mitarbeiter an Land

Erhan Kece, *DALSA Hamburg*

Celina Moeck, *Customer Service*

Max von Oekel, *Ship Management*

Jihan Saab, *Crewing*

Wannaleth Saisnith, *Liner Businesses Processes & Application*

Ryszard Topolewski, *Ship Management*

Ausgelernte Auszubildende an Land

Sophia Pettke, *JTE* – Übernahme *Crewing*

Timon Spreckels, *JTE* – Übernahme *E&S Tankers*

John Wagner, *DAL*

Neue Auszubildende an Land

Johannes Eichhorn, *JTE*

Paul Goetzmann, *JTE*

Skyna Meyer, *DAL*

Wir gedenken

Torsten Radtke (Liner Application), Februar 2022

Peter Lange (Pensionär DAL), Februar 2022

Werner Böhmer (Pensionär DAL), Dezember 2021

A cheerful crew

X-mas has long passed. But when our HR Shore department offered a prize for the best X-mas greetings they were overwhelmed by the number and the quality of ship greetings. For many crews this effort seemed to be a break from the day-to-day routine in times of Covid-19. It was not an easy task to name a winner. Finally, the jury decided on a colourful, vivid and cheerful video clip presented by the crew of the "DAL Kalahari". Congratulations to Captain Jaroslaw Maciuk and his crew. They earned themselves a suckling pig for the on-board grill! DAL/JTE News asked the crew to send us some images of crew members and we received a bunch of photos of obviously always cheerful crew members, as shown below. Names from left to right.

"DAL Kalahari" awaiting berth slot off Cape Town port

Reynan Viloria MTM, Arnold Tolentino 3/E , Ruslan Olekna 2nd /E, Christopher Lagutom MTM

Donald Tuden BSN, Mateusz Sierawski 1st Off

With shipping in mind Philipp von Rantzau finished his BA in Business/Management in London and returned to Hamburg. He is now doing an internship at the German Shipowners Ass. (VDR) to get some practical experience, before starting his master course back in London.

Welcome to the fleet

Name: Clara Elisabeth von Rantzau, launched in 2021, taken into service 17 December, length: 0,48 metres, dwt: 2,530 grams, expression: absolutely beautiful, design: Johann Heinrich von Rantzau and Dr Anna Brandenburg, home port: Hamburg. These are the latest news from the von Rantzau family. Clara von Rantzau is the granddaughter of Heinrich and Annette von Rantzau, and the daughter of their firstborn son Johann Heinrich. Our congratulations to the parents, and to the young lady we wish a safe and happy voyage through life.

Covid-19 latest update

By the end of March, 88.5% of all seafarers had been vaccinated. 92% of all the crew members presently on board are vaccinated, 94% thereof on the tankers and 87% on the dry cargo ships. 75 crew members ashore and 40 crew members presently on board have not been vaccinated yet. 24.5% of all employed seafarers and 24.8% of all crew members on board have received a booster vaccination.

In some ports a Covid test is still required prior to departure either by the local authorities (mainly in Asia) or by the national authorities (Philippines). Although the Covid-19 infection rates are generally at an extremely high level, thanks to the high vaccination rate the number of severe clinical cases of the disease has dropped significantly. For this reason, the pressure of health authorities in various European ports has begun to ease. However: "Get vaccinated, get a booster shot and most importantly: stay healthy," reminds Essberger Crewing Manager André Trommler.

For more information on the **DAL/JTE Group** please contact Svante Domizlaff, tel: +49 40 38016-611, email: svante.domizlaff@rantzau.de or the German head office
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DAL Agency Durban, Sharaf House, 1st Floor La Lucia Ridge Office Estate, Umhlanga/Durban 4051, RSA, tel: +27 31 5829400, fax: +27 31 5829401 or
Essberger & Stolt Tankers Palmaille 45, 22767 Hamburg, tel: +49 40 38016-0, email: chartering@es-tankers.com

Sailing the seas in economically and politically rough weather

Jan Eghøj, Managing Director of E&S Tankers, on spiking bunker prices and boycott of Russia

DAL/JTE NEWS: Bunker costs are skyrocketing. Within six months the price of MGO has gone up from 600 dollars to spiking at 1,500 dollars by the end of March 2022. What impact does this have on the chemical tanker trade?
EGHØJ: It has a significant financial impact on the voyage costs as fuel costs have doubled.
DAL/JTE NEWS: What countermeasures can you take?
EGHØJ: As our market has been strong since the last quarter 2021, we have been able to cover the additional cost by increasing the freight rates. However, it is, of course, a challenge.
DAL/JTE NEWS: Is slow steaming an a solution?
EGHØJ: We are carefully evaluating the voyage speed for each voyage to calculate the optimal speed and we have a high focus on speed optimisation, also ensuring that every vessel performs its best under each given speed. We are utilising low-friction paint for the hull during dry dockings and performing more full blastings in order to reduce the fuel consumption as a part of our sustainability targets.
DAL/JTE NEWS: How are the chemical industry customers coping and cooperating?
EGHØJ: There will be new trade flows due to the Russian aggression most likely leading to higher tonnes/miles, which will increase the fleet utilisation in general and tighten the market.
DAL/JTE NEWS: Is or can the bunker supply become an issue in terms of the Russian oil and gas conflict?
EGHØJ: We do not think there will be a fuel shortage. However, it has already had a significant impact on the pricing.
DAL/JTE NEWS: E&S Tankers operates in the Eastern Baltic. Russia is under boycott, Russian ports are locked down, Russian producers of chemicals are no longer being served. Can you describe the situation for E&S Tankers and the impact on chemical sea transports? Where or how can you make sure you are not breaching the rules set by Western countries?
EGHØJ: We are very carefully screening all our counterparts including a full KYC (Know Your Customer) questionnaire and have a designated program to perform automated daily checks. In addition, certain companies have been screened manually by our US lawyers to ensure we are all in compliance. We also decided not to call at any Russian ports.
DAL/JTE NEWS: The dollar is very strong, almost equivalent to the euro. Is this an advantage for E&S Tankers' business or not?
EGHØJ: It is a disadvantage for us as we are a euro-based company but all bunkers are paid in US dollars, which exceeds our dollar income.
DAL/JTE NEWS: How have our crews from Ukraine, Belarus and Russia been coping with full-out war since the Russian aggression?
EGHØJ: We feel very sorry for our Ukrainian seafarers as it must be very difficult to be on board while there is a war in your home country and we are trying to support them as best as we can. We also know that some of their colleagues in other countries have been offered housing for their families etc. In addition, we are also concerned about the well-being of our Russian seafarers as they have not chosen to be in this difficult situation and, after all, most of them are good long-term colleagues.

14 March 2022 at the Netaman shipyard in Riga: a calm, beautiful and busy start of spring with three John T. Essberger vessels carrying out surveys, maintenance and upgrades. "Charlotte Essberger" (6,228 dwt), "Christian Essberger" (4,711) and "Dutch Spirit" (4,400 dwt) are getting ready for more years of safe and efficient operation, while "Patricia Essberger" (4,705 dwt) is at anchor in Riga roads awaiting dry docking. The Netaman Repair shipyard is located on the mouth of the river Daugava in the Eastern Baltic. Riga is the capital of Latvia with 630,000 inhabitants and as a former member of the Hanseatic League has a rich historic background, the old city centre being a UNESCO World Heritage Site